

PHOTOGRAPHIC INTERPRETATION REPORT



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~~WHICH IS BEING
VIEWED RECORDS~~
SOUTHEAST ASIA
ACTIVITY REPORT

SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM
8-14 SEPTEMBER 1966

Declass Review By NIMA/DOD

NPIC/R-333/66
SEPTEMBER 1966

SUMMARY NO 20

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WARNING

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NPIC/R-333/66

PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

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Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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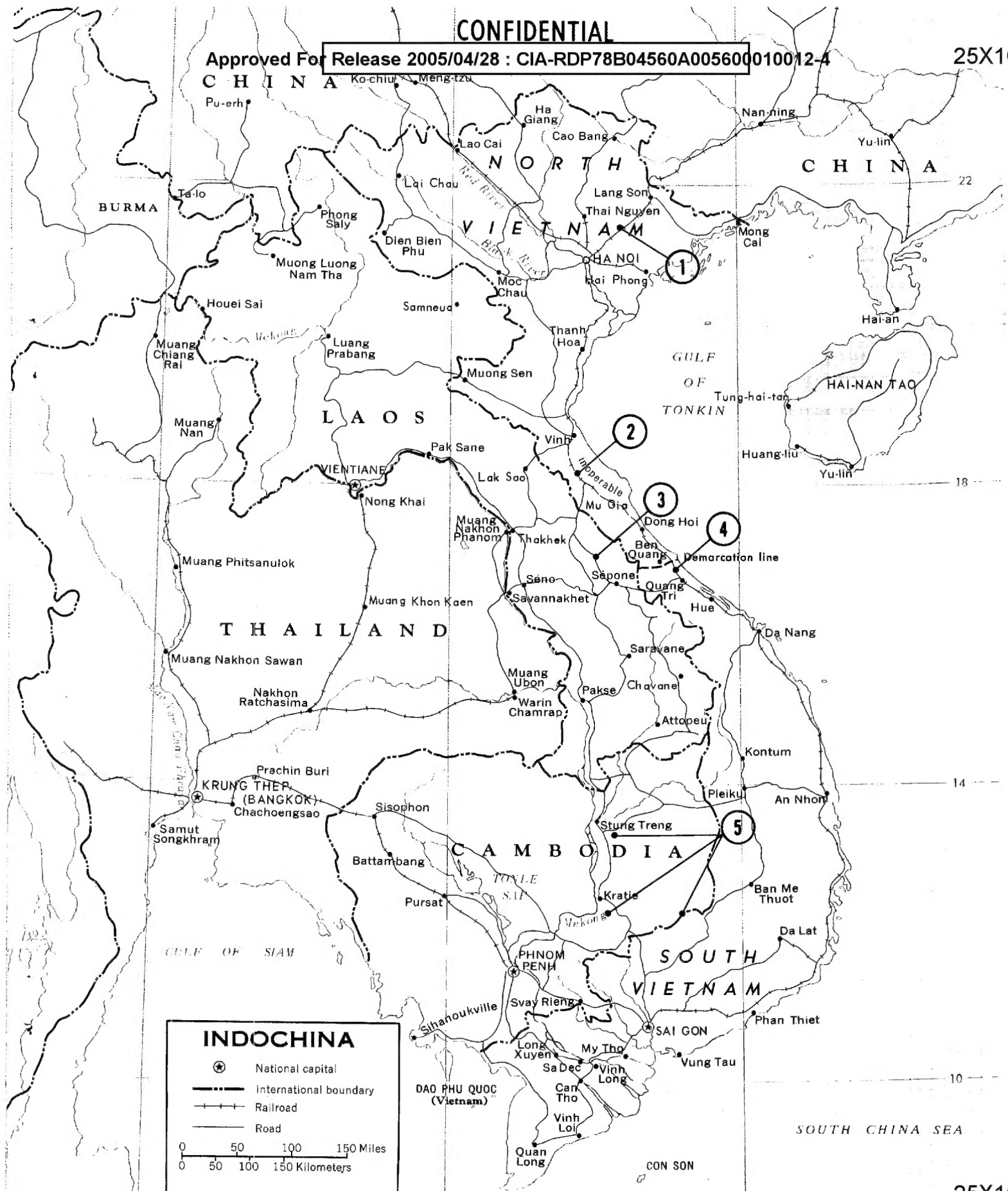
1. Railroad Crane, Kep/Thai Nguyen Rail Line, North Vietnam
2. Railroad Cable Bridge, Vinh/Dong Hoi Rail Line, North Vietnam
3. Road Conditions, Routes 912 and 911, Laos
4. Cable Bridge, Route 1, South Vietnam
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1. Railroad Crane, Kep/Thai Nguyen Rail Line, North Vietnam

A heavy-duty, rail car-mounted, cantilever crane (Figure 1) approximately 110-ft long is located on a short rail spur at 21-27N 106-14E (UTM XJ283726), immediately southeast of a serviceable 4-span rail bridge over the Song Thuong (river) at 21-27N 106-14E (UTM XJ281726). Examples of similar cranes used in China are shown in Figures 2 and 3.

The present railhead is at 21-27N 106-13E (UTM XJ263735), 3.4 nm northwest of the railhead reported on 21 July 1966 at 21-25N 106-16E (UTM XJ316702). Stacks of rails are near the railhead.

NPIC Cable Cite 8430, DTG 101209Z, Sep 66
NPIC Briefing Board L-1828

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NORTH VIETNAM

25X1D RAIL HEAD

RAILROAD CRANE

SERVICEABLE BRIDGE

RAILHEAD

25X1D

ONLY RAILROADS DEPICTED

AMS SERIES L701
SHEETS 6275-I & 6275-III
1ST EDITION 1962
SCALE 1:50,000

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NPIC L-5458 (9/66)

FIGURE 1. RAIL CAR-MOUNTED CANTILEVER CRANE, KEP/THAI NGUYEN RAIL LINE, NORTH VIETNAM

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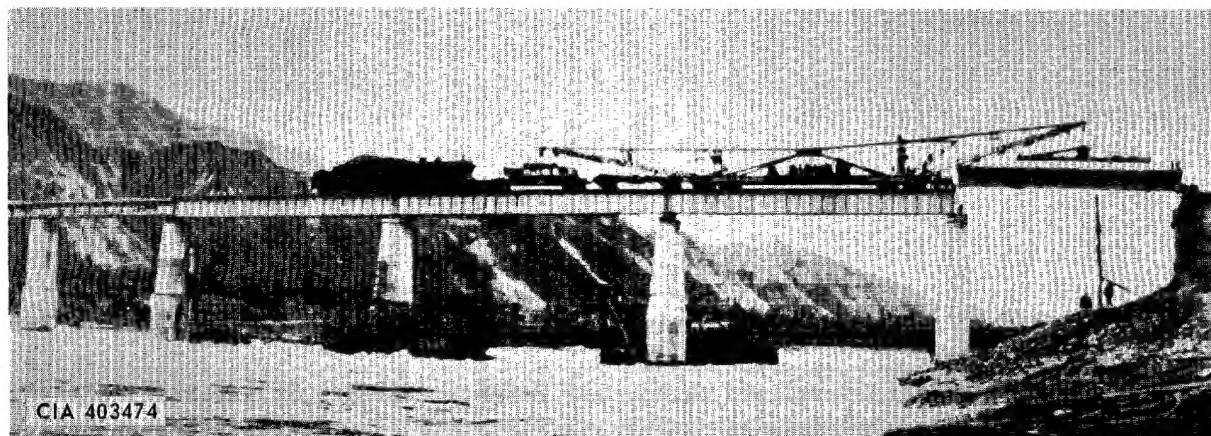


FIGURE 2. RAIL CAR-MOUNTED CANTILEVER CRANE, LAN-CHOU/CHING-HAI RAIL LINE, CHINA

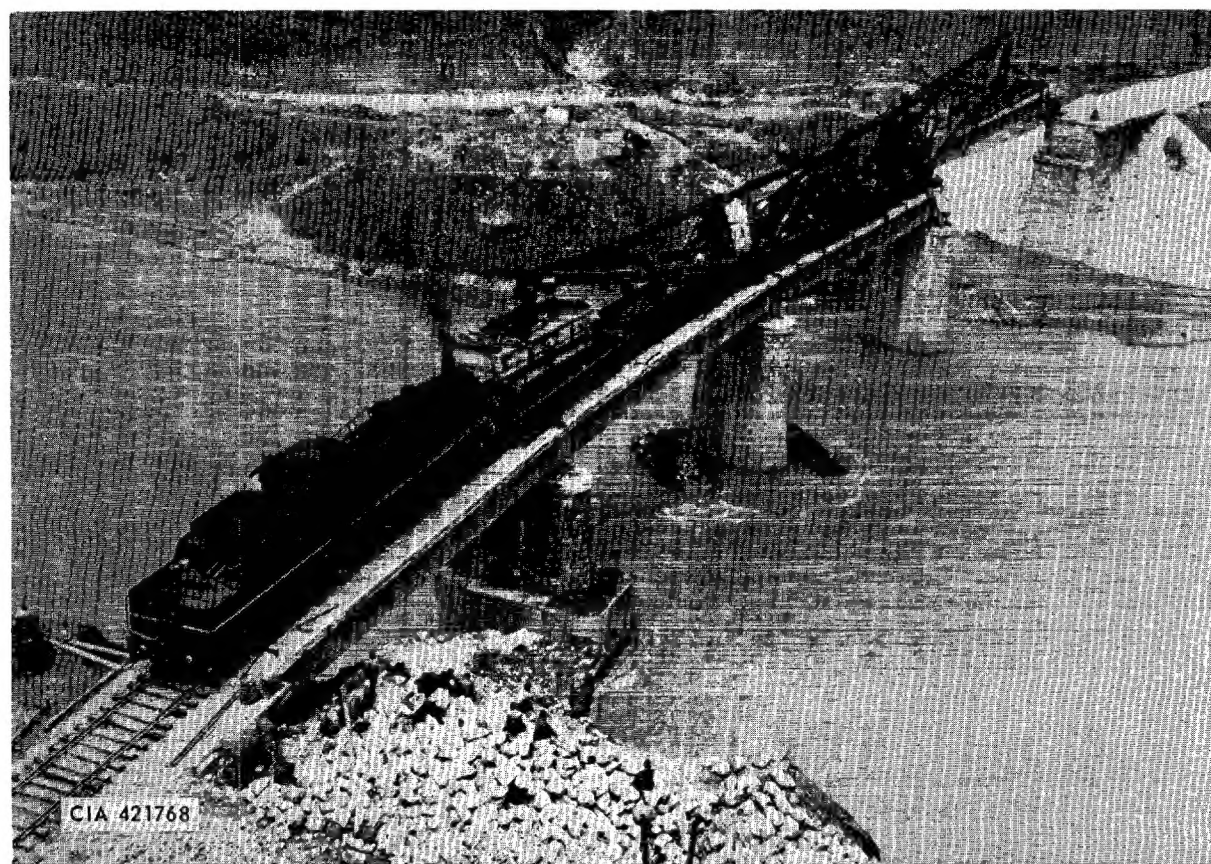


FIGURE 3. RAIL CAR-MOUNTED CANTILEVER CRANE, LAN-CHOU/CHING-HAI RAIL LINE, CHINA

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2. Railroad Cable Bridge, Vinh/Dong Hoi Rail Line, North Vietnam

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Photography of [] reveals camouflaged rail decking on the western approach of the previously reported railroad cable bridge under construction at Dong Bai Railroad Bridge North over the Song Tiem

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[] at 18-09N 105-43E (Figure 4). Probable winches are on both bridge approaches. The eastern approach is unserviceable due to a lack of track and Dong Bai Railroad Bridge over the Song Tiem (BE

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[] at 18-09N 105-43E remains unserviceable.

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Photography of [] reveals the camouflaged decking placed on the bridge cables and track on the eastern approach (Figure 5). Thus, this cable bridge and associated by-pass around the unserviceable Dong Bai Railroad Bridge are serviceable.

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[]
NPIC Cable Cite 8431, DIG 101312Z, Sep 66
NPIC Briefing Board L-1826

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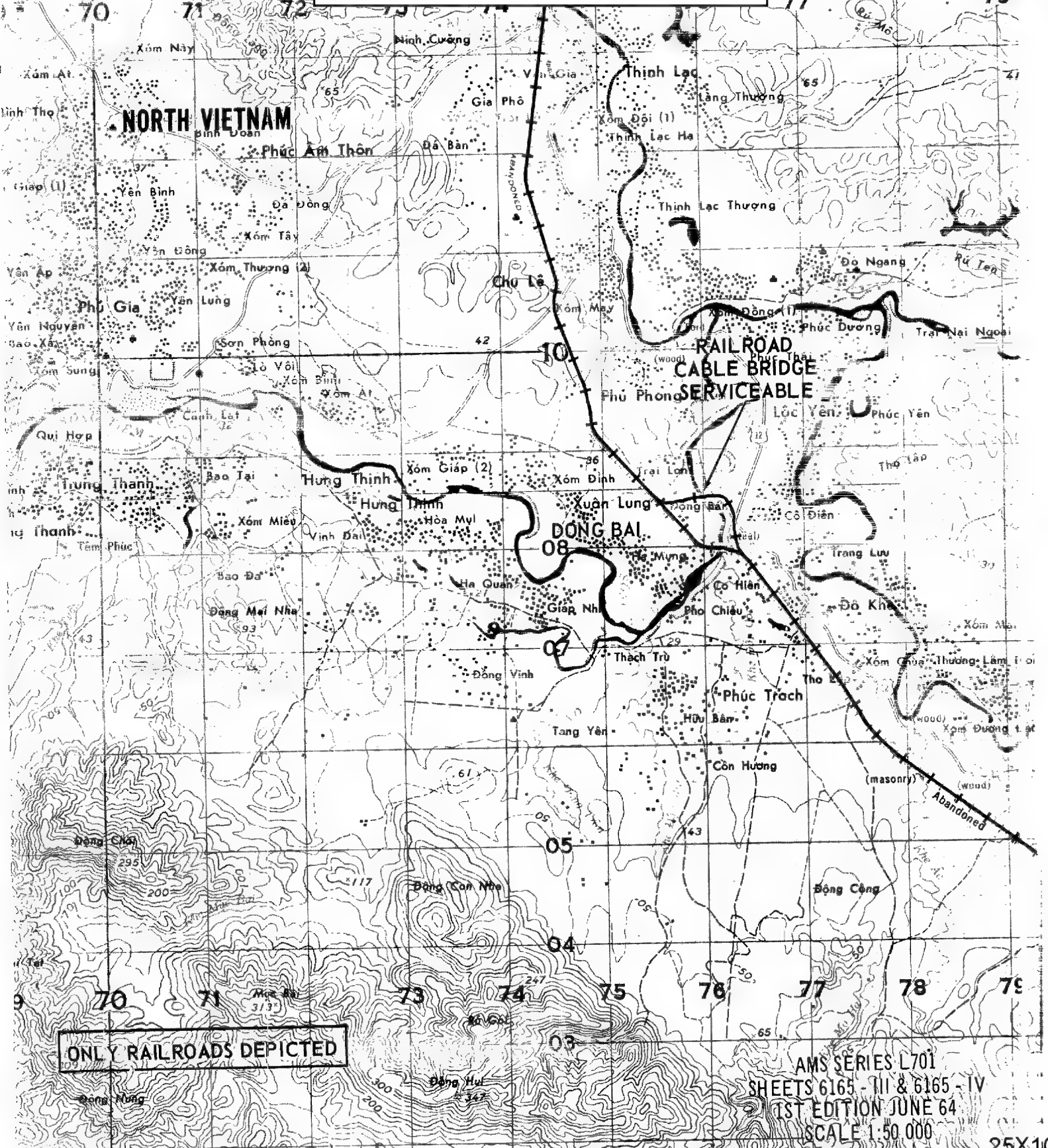
Làng Miên Thôn

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AMS SERIES L701
SHEETS 6165 - III & 6165 - IV
1ST EDITION JUNE 64
SCALE 1:50,000

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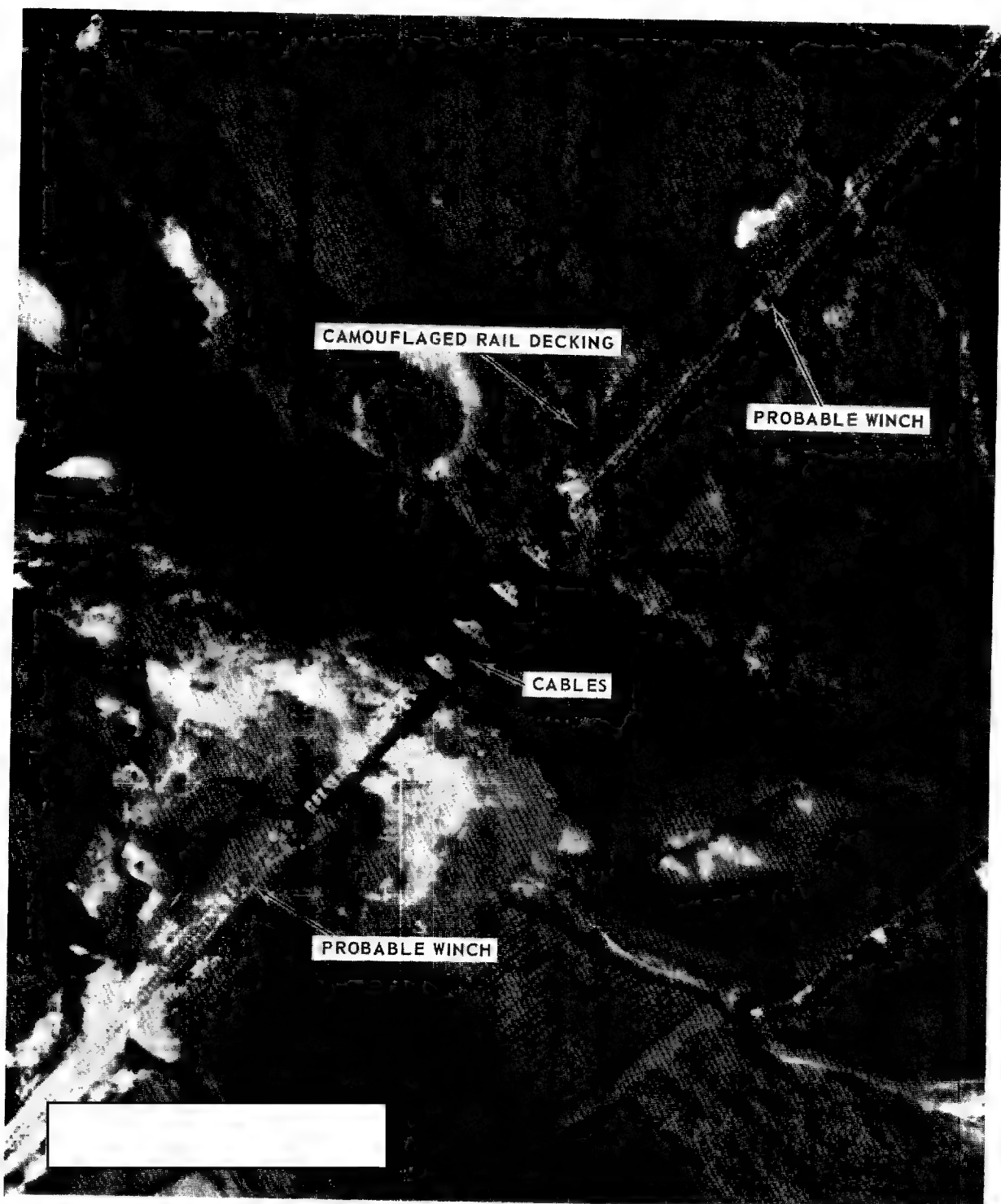


FIGURE 4. RAILROAD CABLE BRIDGE, VINH/DONG HOI RAIL LINE, NORTH VIETNAM

NPIC L-5462 (9/66)

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NPIC L-5463 (9/66)

FIGURE 5. RAILROAD CABLE BRIDGE (SERVICEABLE), VINH/DONG HOI RAIL LINE, NORTH VIETNAM

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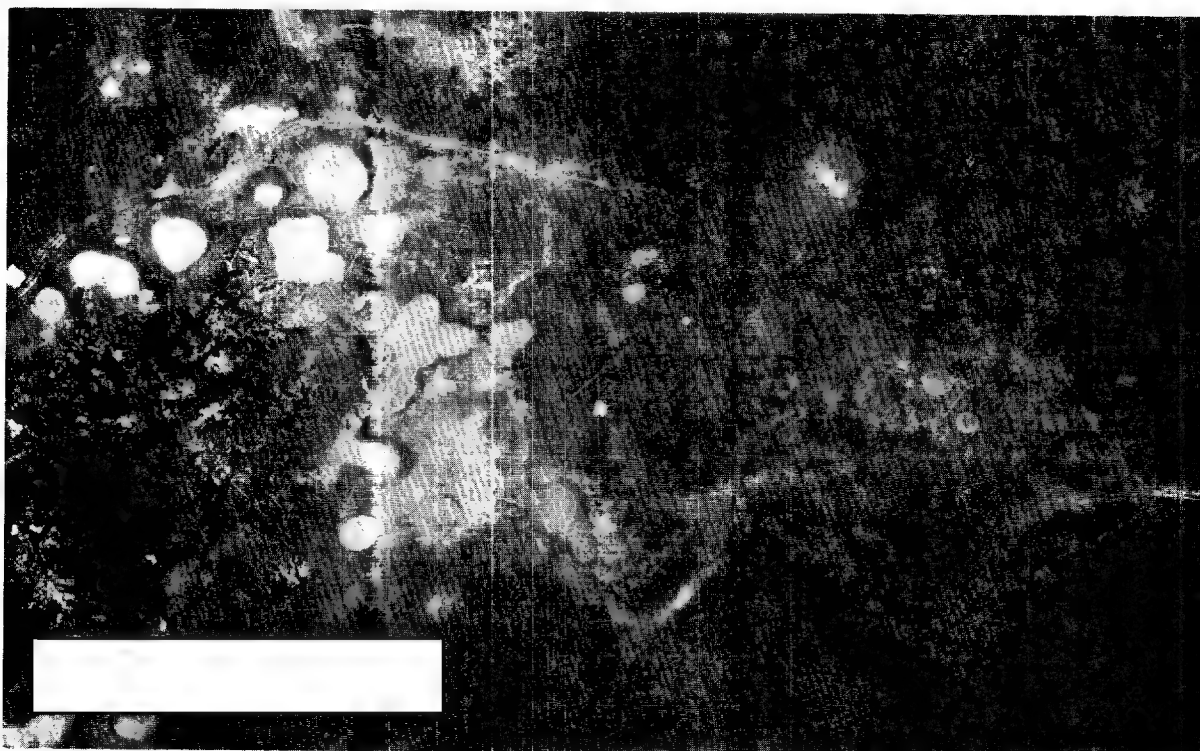
3. Road Conditions, Routes 912 and 911, Laos

Approximately 90 percent of Route 912, between 17-02N 105-57E and 17-15N 106-10E, is observed and appears to have only limited serviceability due to a muddy surface. No serious obstacles are observed; however, full serviceability can probably be restored with a minimum of repair after the rainy season.

Route 911 remains in disuse in the segment observed north and south of the junction with Route 912, from 17-03N 105-57E to 16-57N 105-58E. Although deep ruts, mud, and trees across the road currently prevent vehicular usage, a heavily traveled foot trail follows or parallels the route (Figure 6).

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NPIC Cable Cite 8474, DTG 142100Z, Sep 66



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NPIC L-5464 (9/66)

FIGURE 6. ROAD CONDITIONS, ROUTE 911, LAOS

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NORTH VIETNAM 30 NM

NORTH VIETNAM 9 NM

ROUTE 911

ROUTE 912

FIGURE 6

ROUTE 9112

LAOS

ROUTE 911

ROUTE 239

SEPONE

ROUTE 23

ROUTE 9

ROUTE 914

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AMS SERIES JOG(A) 1501
SHEETS NE 48-II & 48-15
1ST EDITION NOV 65
SCALE 1:250,000

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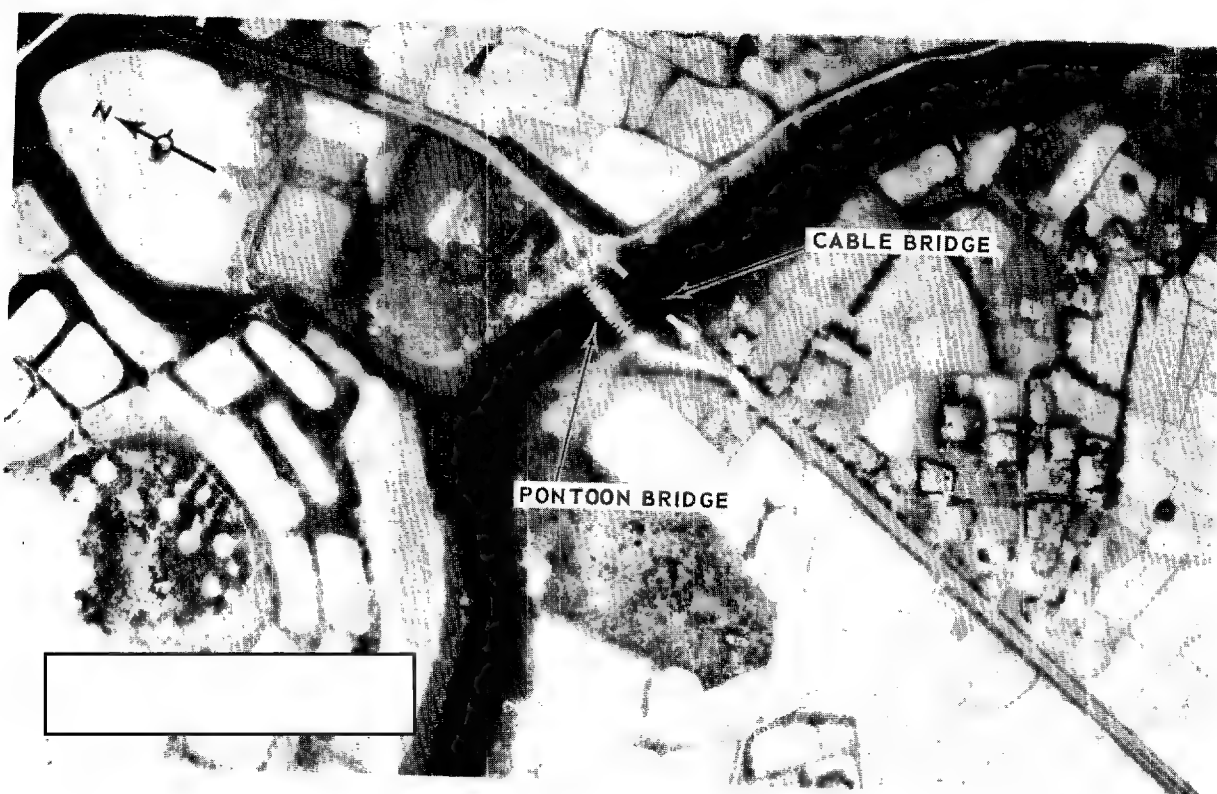
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4. Cable Bridge, Route 1, South Vietnam

A vehicular cable bridge has been constructed on Route 1, Quang Tri Province, South Vietnam, at 16-52N 107-05E (UTM YD223660). The bridge is similar in construction to those previously identified by NPIC in North Vietnam and Laos (Summary Numbers 17, 18, and 19). At least 4 cables with 3 A-frame supports are observed between the remaining end spans of a previously damaged bridge (Figure 7). A serviceable pontoon bridge is located immediately west of the cable bridge.

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NPIC Cable Cite 8479, DTG 150137Z, Sep 66
NPIC Briefing Board L-1839



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FIGURE 7. VEHICULAR CABLE BRIDGE, ROUTE 1, SOUTH VIETNAM

NPIC L-5466 (9/66)

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NORTH VIETNAM

ROUTE 1A

DEMILITARIZED
ZONE

VEHICULAR
CABLE BRIDGE

ROUTE 1

QUANG TRI (1) 7/s

QUANG TRI

SOUTH VIETNAM

ONLY MAJOR
ROADS DEPICTED

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AMS SERIES JOG (A) 1501
SHEETS NE 48-12 & NE 48-16
1ST EDITION NOV 65
SCALE 1:250,000

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5. Suspect Insurgent Activity, Cambodia/South Vietnam Border Area

Suspect insurgent activity has been identified at 22 sites along the Cambodia/South Vietnam border and in Cambodia near Stung Treng, Kratie, and O Rang. Eighteen of the sites are located on accompanying maps.

A suspect insurgent support facility containing at least 6 partially concealed buildings and extensive vehicle tracks is located south of Route 19 in a heavily wooded area at 13-24N 106-13E (UTM XV313820), 16 nm east-southeast of Stung Treng. A truck convoy containing 11 partially concealed probable trucks is parked along Route 19 between UTM XV240860 and XV330815. Two large 10-wheel trucks are observed heading northeast on Route 19 at UTM XA540010.

A heavily used new road extends generally east from the Mekong (river) near Chhlong at 12-15N 106-00E (UTM XU078545) to a junction with Route 13 at 12-18N 106-18E (UTM XU420600), 20 nm southeast of Kratie. A suspect insurgent support facility containing at least 7 partially concealed and/or camouflaged buildings is located immediately north of the new road at UTM XU120490 (Figure 8). A probable Cambodian military camp containing 4 large buildings covered with camouflage paint and numerous smaller support buildings is on Route 13, 2 nm northwest of its junction with the new road (Figure 9). At least 4 partially concealed buildings are dispersed along an access road extending north from the camp. Vehicle tracks extend east and north from Route 13 at the Snuol Plantation to a suspect insurgent support facility containing at least 4 buildings at UTM XU610335.

A total of 16 suspect insurgent camps are along Route 131 and the Cambodia/South Vietnam border in the vicinity of O Rang and Camp Le Rolland. The camps contain various numbers of partially concealed buildings and evidence of heavy vehicular/foot traffic.

NPIC Cable Cite 8427, DTG 100251Z, Sep 66
NPIC Briefing Boards L-1836 and L-1838

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KRATIE

ROUTE 13

CAMBODIA

PROBABLE CAMBODIAN
MILITARY CAMP

**SUSPECT INSURGENT
SUPPORT FACILITY**

UNNUMBERED ROAD

ROUTE 13

AMS SERIES JOG (A) 1501

SHEET NO 48-15

1ST EDITION DEC 65

SCALE 1:250,000

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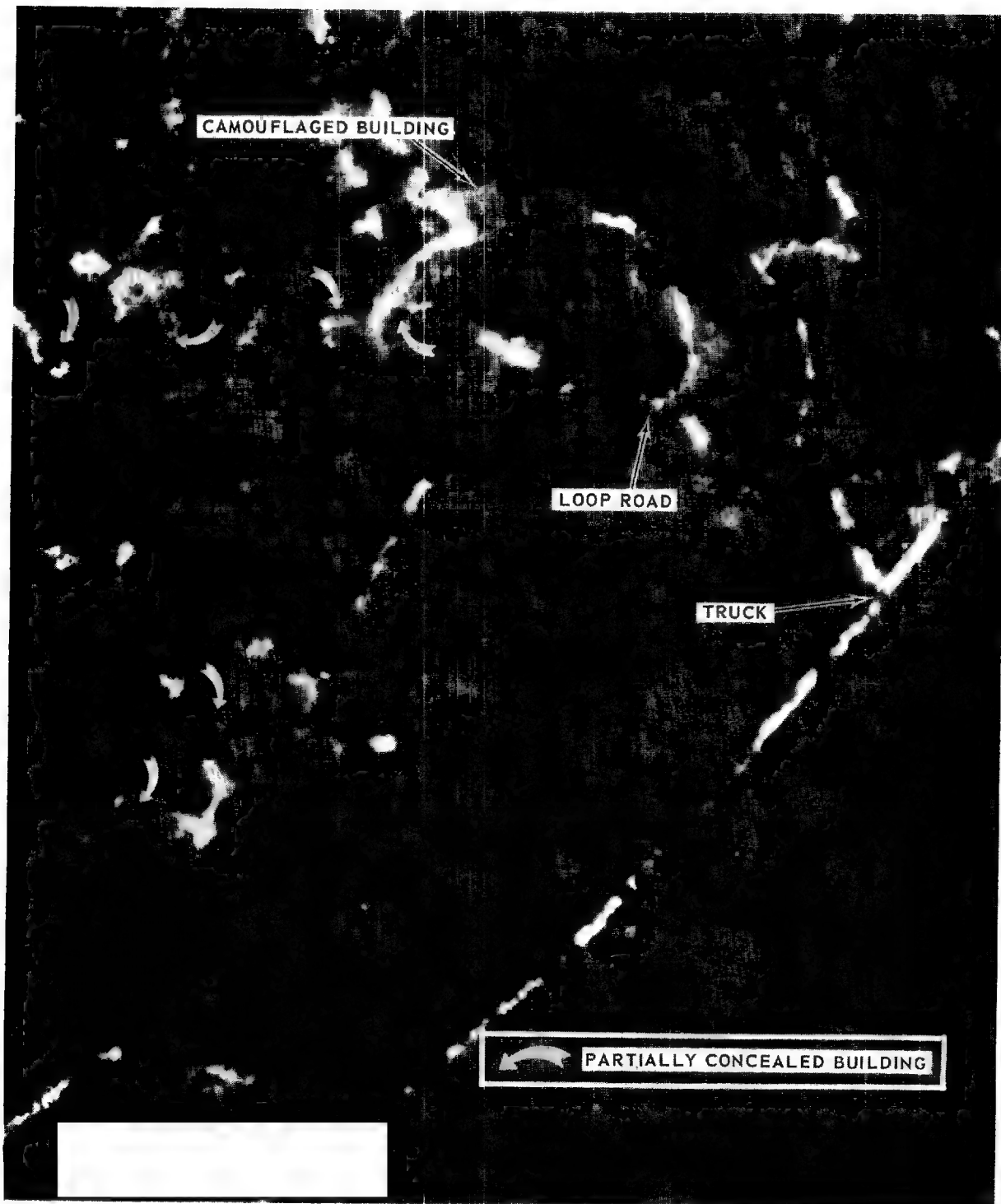
NPIC 1-5468 (9/66)

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NPIC L-5469 (9/66)

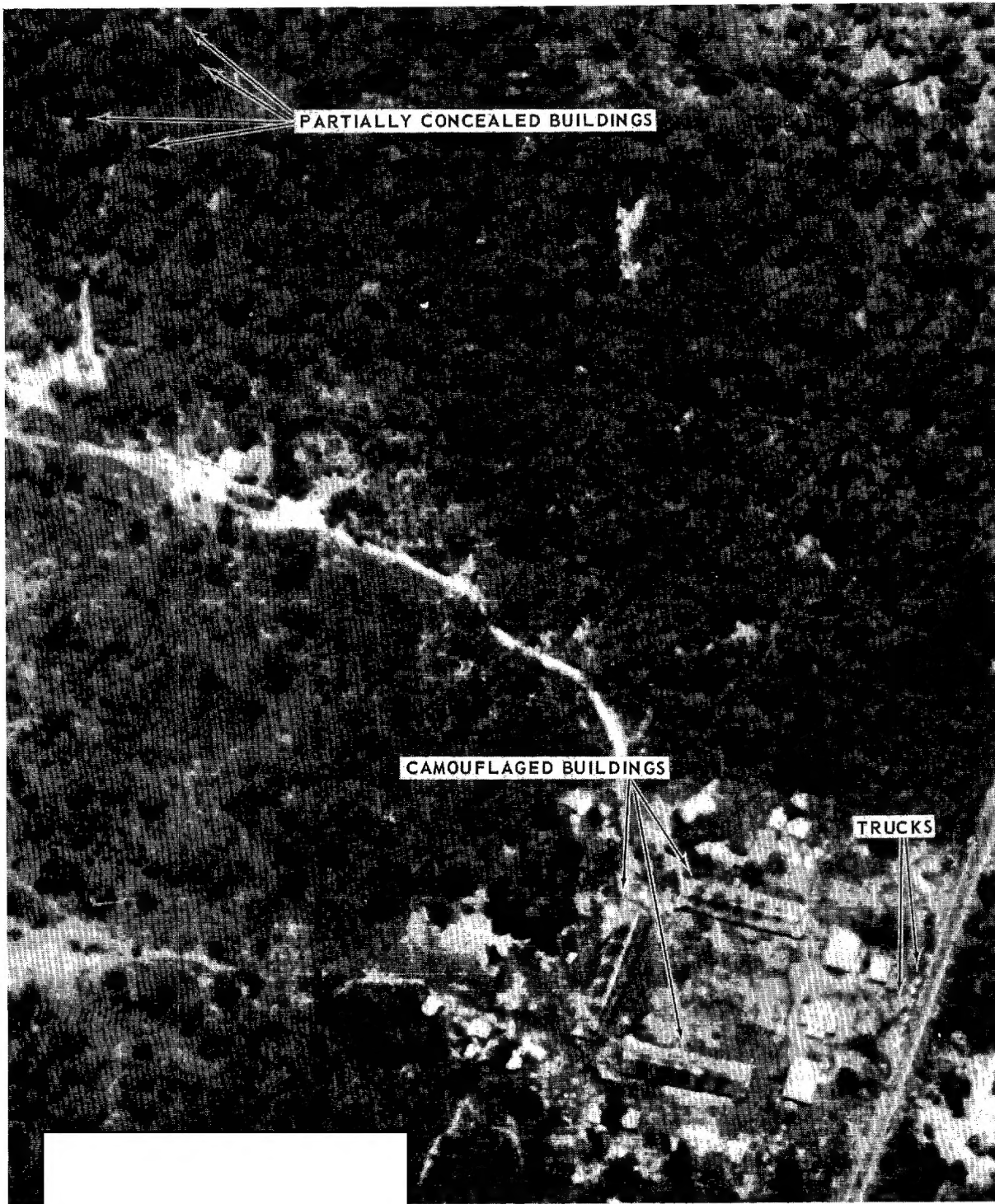
FIGURE 8. SUSPECT INSURGENT SUPPORT FACILITY, KRATIE AREA, CAMBODIA

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NPIC L-5470 (9/66)

FIGURE 9. PROBABLE CAMBODIAN MILITARY CAMP, KRATIE AREA, CAMBODIA

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ROUTE 13

CAMBODIA

STUNG TRENG

TRUCK CONVOY

SUSPECT INSURGENT
SUPPORT FACILITY

MEKONG

ROUTE 13

AMS SERIES JOG (G) 1501
SHEET ND 48-11
1ST EDITION DEC 65
SCALE 1:250,000

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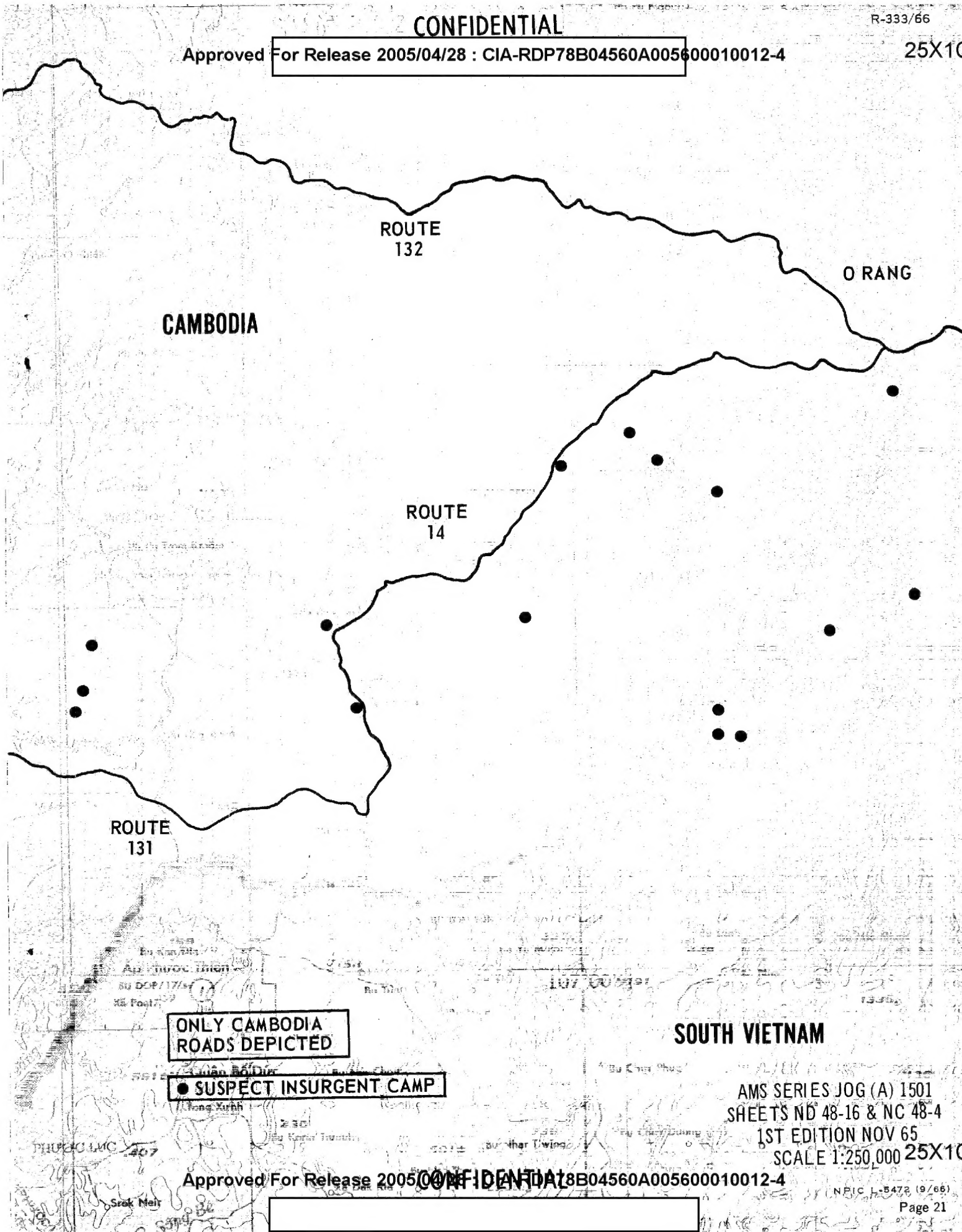
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**ONLY CAMBODIA
ROADS DEPICTED**

● SUSPECT INSURGENT CAMP

SOUTH VIETNAM

AMS SERIES JOG (A) 1501
SHEETS ND 48-16 & NC 48-4
1ST EDITION NOV 65
SCALE 1:250,000

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